

# Central Mountain



Boulder Creek in Cuyamaca



Riverside Drive in Descanso



Old Hwy 80 in Pine Valley

## Overview

Full build-out of the GP2020 Draft Land Use map will operate at an acceptable level of service within the Central Mountain sub region. In addition, reducing development intensity in the Cuyamaca, Descanso and Pine Valley communities reduced future public costs by eliminating the need to widen roads. The proposed network retains connectivity within the Subregion, and it also retains this subregion's rural character by preserving its existing network of two-lane roads.

## Planning Group Preferences

The Cuyamaca, Descanso and Pine Valley Planning and Sponsor Groups endorsed the Proposed Road Network. Minor differences are noted in the matrix.

## Key Issues

### *CalTrans /SR 79*

- A consistent right-of-way for SR 79 will be retained from Julian to Interstate 8. Caltrans has discretion on improvements, but community preferences should be identified in the community plan.

### *Tribal Coordination*

- Viejas Grade Road traverses through tribal lands from Descanso into Alpine. Any future road improvements should be coordinated with the Viejas tribe.

### *Connectivity*

- Two new circulation element roads were added to the Central Mountain Subregion. A small segment of Boulder Creek Road heading north into Julian (2A) and Oak Grove Drive in Descanso (7) were recommended by the Community Planning Groups to enhance connectivity within the subregion.
- Two roadways (Boulder Creek Road and Kitchen Creek respectively) were downgraded to Local Public

Road and Fire Access road because the forecast traffic volumes did not justify a CE classification. A portion of Kitchen Creek was retained as a Local Public Road and the remaining segment as a Fire Access Road upon consultation with Cleveland National Forest representatives.

**Board Alternative Map  
Network**

A separate CE road network is not recommended for the Central Mountain subregion.

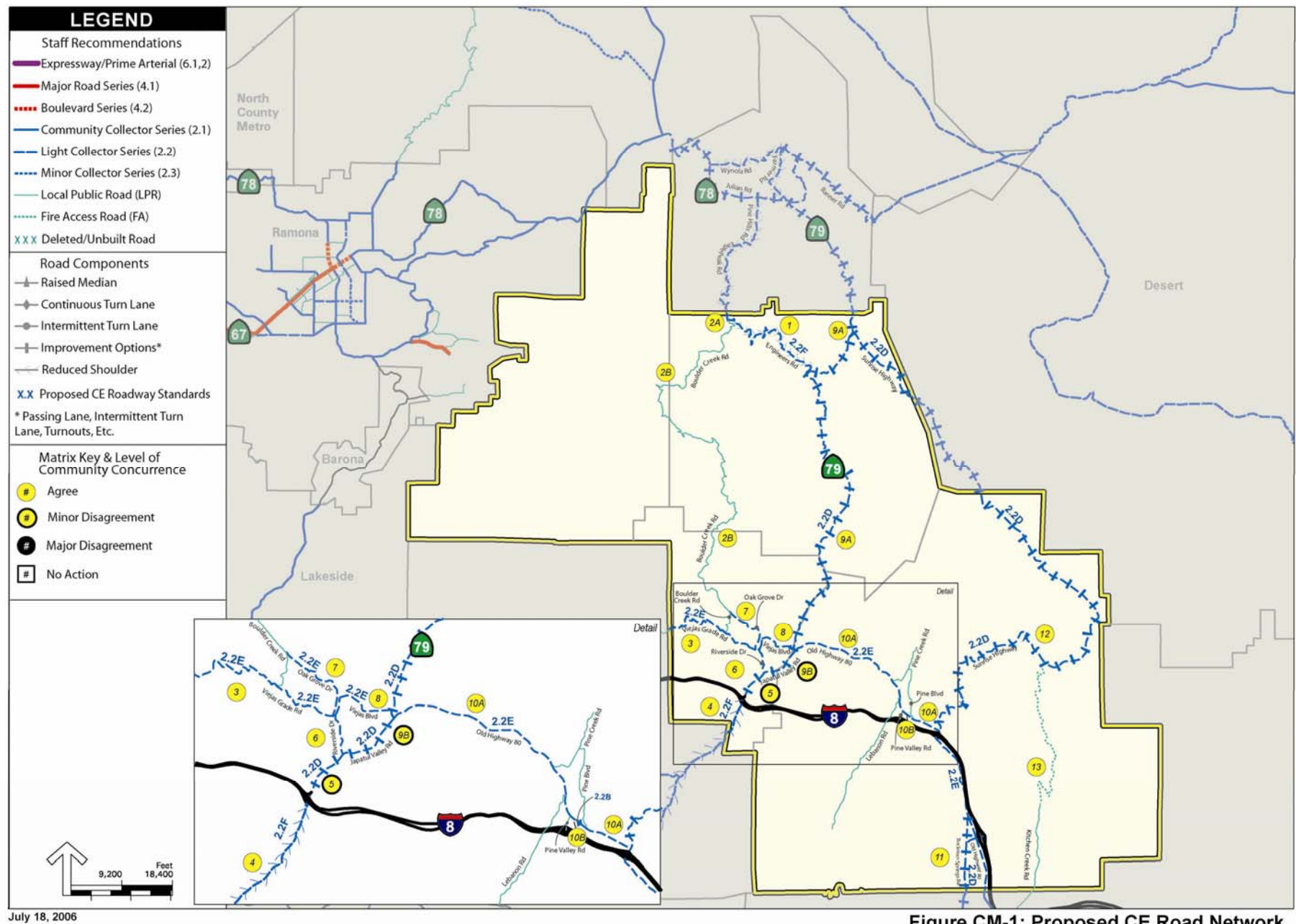
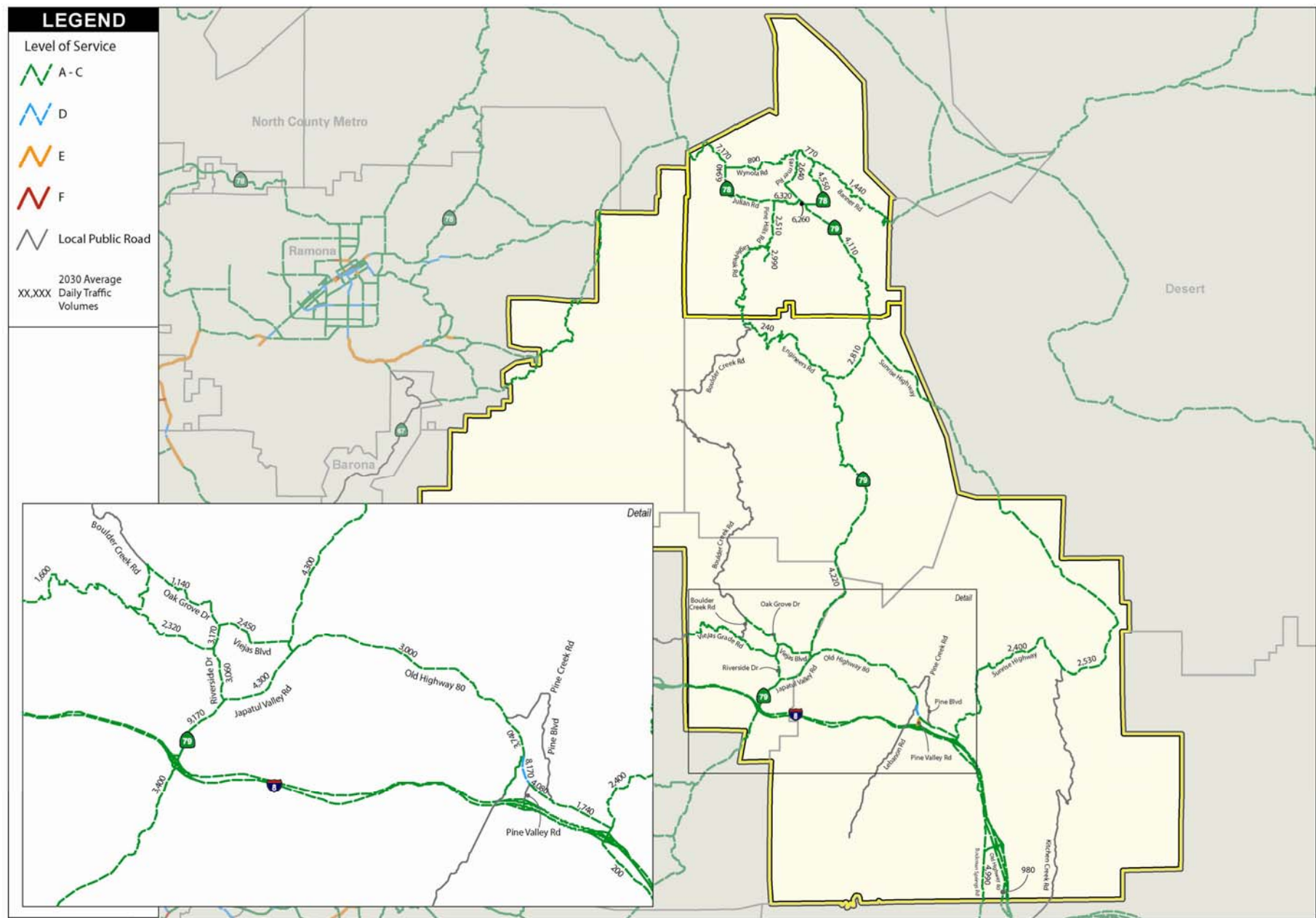
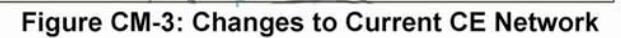


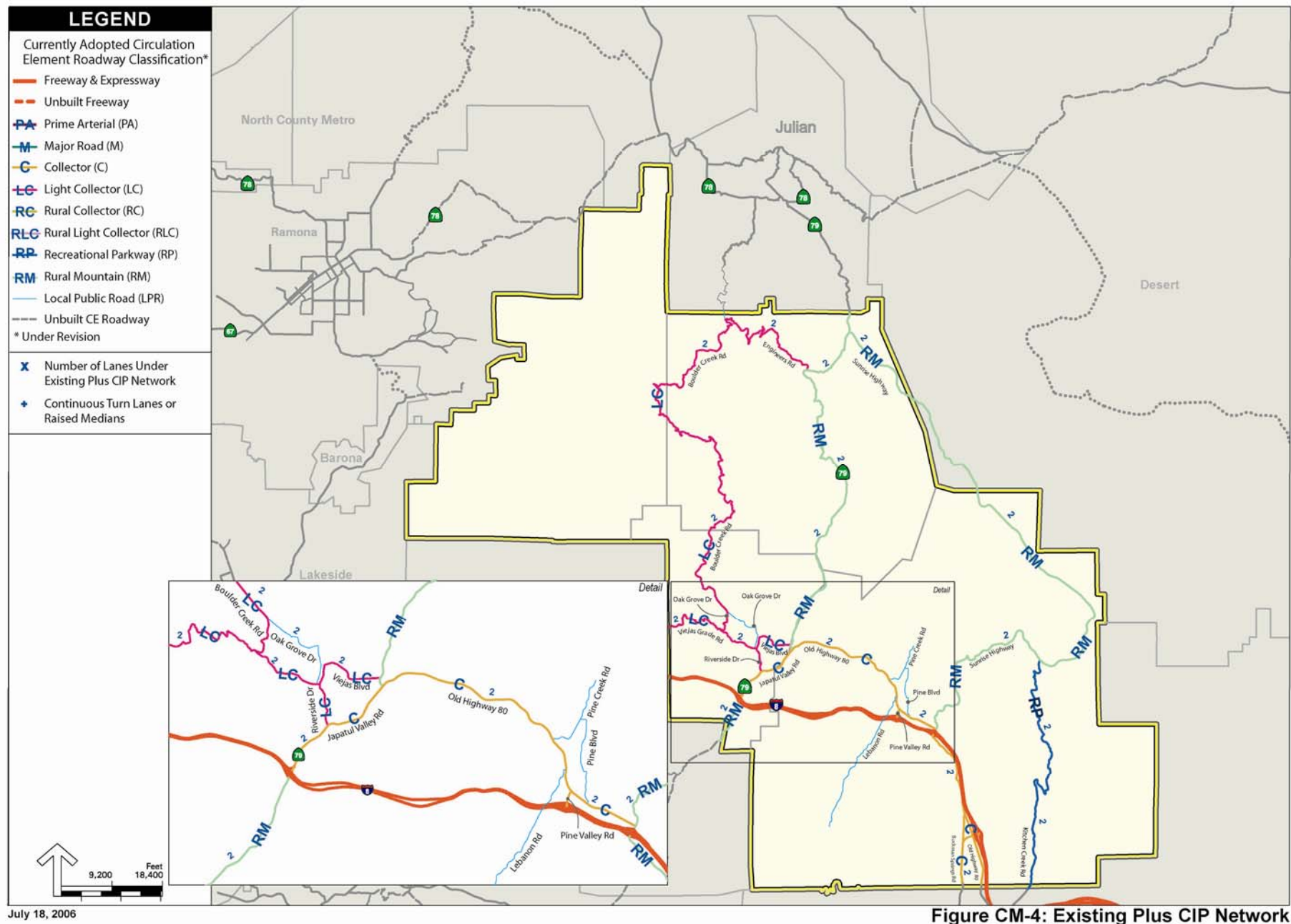
Figure CM-1: Proposed CE Road Network



July 18, 2006







CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>1 Engineers Road</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lane undivided, unpaved <u>Current Classification:</u> Light Collector (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Reduced shoulder is 5 feet wide for bike lane</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Build Community Consensus</i> -- Community would like minimum sized road which can accommodate bike lane.</li> <li>• <i>Minimize Environmental Impacts</i> -- The narrower road/shoulder bed R.O.W requirements will result in less grading, cut and fill in areas with steep slopes</li> </ul>
<b>2A Boulder Creek Road –North</b> <u>Segment:</u> Engineers Road north into Julian (to Eagle Peak) <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> None	<b>New CE Road</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Reduced shoulder is 5 feet wide for bike lane</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Build Community Consensus</i> -- Staff Recommendation is consistent with the Julian community recommendation and with community request for bike lanes</li> <li>• <i>Minimize Environmental Impacts</i> -- Minimum road standard. Reflects physical constraints</li> </ul>
<b>2B Boulder Creek Road</b> <u>Segment:</u> Engineers Road south into Descanso <u>Existing Condition:</u> Majority is a dirt road <u>Current Classification:</u> Light Collector (2 lanes)	<b>Remove from CE Network</b> Local Public Road (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> — Local Public Road is sufficient to handle low forecast volumes</li> <li>• <i>Build Community Consensus</i>-- Non CE Local Public Road is agreed upon by both Cuyamaca and Descanso CPG</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>3 Viejas Grade</b> <u>Segment:</u> West from Riverside Drive to Alpine CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Light Collector (2 Lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Tribal Coordination</i> – Viejas Tribe would like to retain existing Local Public Road in Alpine</li> </ul>
<b>4 Japatul Valley Road South</b> <u>Segment:</u> South of I-8 into Alpine CPA <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	<b>Minor Downgrade</b> 2.2F Light Collector with Reduced Shoulder (2 lanes) <i>Reduced shoulder is 5 feet wide for bike lane</i>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Build Community Consensus</i> -- Supported by Alpine planning group and Descanso CPG</li> </ul>
<b>5 Japatul Valley Road North</b> <u>Segment:</u> North of I-8 to Riverside Dr <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Passing lane is the preferred improvement option</i>  <i>CSG Preference (Descanso):</i> <b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> <li>• <i>Build Community Consensus</i> -- Identify community preference for CALTRANS improvements in the community plan</li> <li>• <i>Maximize Traffic Movement</i> — Staff recommendation is based on the need to retain a consistent ROW for SR-79 from Julian to I-8. CALTRANS has discretion on improvements. Staff suggestion for passing lane option will provide additional ROW which will accommodate existing turnouts</li> </ul>



CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>6 Riverside Drive</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>7 Oak Grove Drive</b> <u>Segment:</u> Entire length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> None	<b>New CE road</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Build community consensus</i> -- Community would like this to be a CE road because of desire for undergrounding of utilities</li> </ul>
<b>8 Viejas Blvd</b> <u>Segment:</u> From Riverside Drive eastward to SR 79 <u>Existing Condition:</u> 2 lanes, divided <u>Current Classification:</u> Light Collector (2 lanes)	<b>Equivalent Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<p><b>9A State Route 79</b></p> <p><u>Segment:</u> Julian CPA south into Descanso CPA</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Rural Mountain (2 lanes)</p>	<p><b>Minor Upgrade</b></p> <p>2.2D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lane is the preferred improvement option</i></p> <p><i>CSG Preference (Descanso):</i> Group did not come to a consensus</p> <p><i>CSG Preference (Cuyamaca):</i> <b>Minor Upgrade</b></p> <p>2.2D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lane is the preferred option</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> -- A two-plus lane roadway will operate at LOS D or better.</li> <li>• <i>Maximize Traffic Movement</i> — Staff recommendation is based on the need to retain a consistent ROW for SR-79 from Julian to I-8. CALTRANS has discretion on improvements. Staff suggestion for passing lane option will provide additional ROW which will accommodate existing turnouts</li> </ul>
<p><b>9B State Route 79</b></p> <p><u>Segment:</u> North of Riverside Dr towards Old Hwy 80</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.2D Light Collector with Improvement Options (2+ lanes)</p> <p><i>Passing lane is the preferred option</i></p> <p><i>CSG Preference (Descanso):</i> <b>Downgrade Classification</b></p> <p>2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Maximize Traffic Movement</i> — Staff recommendation is based on the need to retain a consistent ROW for SR-79 from Julian to I-8. CALTRANS has discretion on improvements. Staff suggestion for passing lane option will provide additional ROW which will accommodate existing turnouts</li> <li>• <i>Build Community Consensus</i> – Identify community preference for road type improvement in community plan text.</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<b>10A Old Highway 80</b> <u>Segment:</u> (Outside town): from SR 79 (Descanso) to Pine Valley Road. And Pine Blvd to I-8 <u>Existing Condition:</u> 2 lanes, divided <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2E Light Collector (2 lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> -- Two lanes are sufficient to operate at LOS D or better</li> </ul>
<b>10B Old Highway 80</b> <u>Segment:</u> (Inside town): Pine Valley Road to Pine Blvd <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> -- A 2 lane road classification will operate at LOS D or better</li> </ul>
<b>11 Buckman Springs</b> <u>Segment:</u> From Old Hwy 80 south to Campo CPA <u>Existing Condition:</u> 2 lanes, divided <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Passing lane is the preferred option</i>	<ul style="list-style-type: none"> <li><i>Build Community Consensus</i> — Pine Valley CPG defers to Campo CPG: Campo preferred to implement passing lanes on this roadway in order to better accommodate traffic flow issues (i.e. large trucks)</li> </ul>
<b>12 Sunrise Highway</b> <u>Segment:</u> Entire Length <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Rural Mountain (2 lanes)	<b>Minor Upgrade</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Passing lane is the preferred option</i>	<ul style="list-style-type: none"> <li><i>Appropriate Road Type</i> -- Additional ROW should be used to accommodate existing turnouts</li> </ul>

CE Road Segment	Network Recommendations	Basis for Staff Recommendation
<p><b>13 Kitchen Creek</b></p> <p><u>Segment</u>: Entire CE roadway</p> <p><u>Existing Condition</u>: 2 lanes, undivided and paved, portion is gated</p> <p><u>Current Classification</u>: Recreational Parkway (2 lanes)</p>	<p><b>Remove from CE Network</b></p> <p>Classify as a Local Public Road for paved portion and classify unpaved portion as a Fire Access Road</p>	<ul style="list-style-type: none"> <li>• <i>Inter-agency Coordination</i> -- Requested by State Forest Service. Although it is used seasonally, road accommodates many trips by recreational users.</li> </ul>